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SECURITY INFORMATION

21 April 1953

COUNTRY: Pakistan/Afghanistan

SUBJECT: Roads

SOURCE :

25X1X

1. Lahore - Rawalpindi - Peshawar

All black top, two-lane width with solid shoulders. Bridges are all two-lane, modern reinforced concrete construction. No underpasses. From Lahore to near Rawalpindi, the country is gently rolling and there are no bad grades or curves. From here to Rawalpindi, the country is mountainous but the road is well engineered and can be traveled by any type of vehicle.

2. Peshawa - Afghanistan Border

An excellent military road that can handle any kind of traffic. It is surfaced with asphalt and concrete.

3. Afghanistan Border - Jallalabad - Sarobi - Kabul

All waterbound, unsurfaced, varying from rough to very rough. About half the bridges are out and streams must be forded. At such crossings, the traffic may be closed for short periods by flash floods. Due to the bad surface, trucks used are three ton or less. It would be very difficult, if not impossible, to use large vehicles. Is generally of two-lane width but in mountain passes is often of single-lane width.

4. Kabul - Ghazni - Mukur - Kandahar

Water bound, with spots of broken pavements. It is generally of two-lane width and has several mountain passes that are single-lane. Some bridges are out and streams must be forded. Is traveled by smaller trucks.

5. Kandahar - Chaman

A good four-lane black top road, fairly new. There are no bad grades or underpasses. Bridges are all modern and in good condition.

6. Chaman - Quetta

This is a two-lane, black top road with difficult grades and sharp curves. Bridges are all in good condition. Is passable for most any type of vehicle.

7. Quetta - Sibi - Jacobabad

Two-lane, black top, fairly new. Early part mountainous, winding but well engineered. Balance traverses flat country. Good bridges.

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8. Jacobabad - Sukkur - Hyderabad [Sind] - Karachi

All first class, hard surfaced, easy grades, good bridges. Will handle any type of vehicle.

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